

MODIFIED
MINUTES OF THE
TRAFFIC COMMISSION
Monday, June 20, 2016
City Hall, Room 207
5:30 pm

MEMBERS: Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Lieutenant Karl Ackermann, Alderperson Barbara Dorff, Chuck Karow, Brighid Riordan, and Ray Smith

ABSENT: None

OTHERS PRESENT: Ald. Andy Nicholson, Ald. David Nennig, Ald. Mark Steuer, and Recording Secretary and Traffic Engineer David Hansen

GENERAL BUSINESS

1. Approval of the agenda.

A motion was made by C. Karow, seconded by Ald. Dorff, and carried to approve the agenda.

2. Approval of the minutes from the May 16, 2016 Traffic Commission meeting.

A motion was made by D. Theno, seconded by B. Riordan, and carried to approve the minutes from the May 16, 2016 Traffic Commission meeting.

INITIAL REQUESTS

3. Request by the Traffic Engineer to establish a 1-WAY STOP condition on Purple Sage Drive at Whittier Drive.

Eng. Hansen showed a map of the area and photos. He stated that Purple Sage Dr is a residential street in a newer subdivision, and tees into Whittier Dr, a collector street. Currently the intersection is not controlled. Given the classification of both streets, the minor street should be controlled.

A motion was made by Ald. Dorff, seconded by D. Theno, and carried on a 90-day trial, to establish a 1-WAY STOP condition on Purple Sage Drive at Whittier Drive.

4. Request by Ald. Nicholson to review the YIELD sign at August and Schoen Streets with the possibility of a STOP SIGN.

Eng. Hansen showed a map of the area and photos. He stated that given the intersection's proximity to Eisenhower Elementary School, it would be safer for pedestrians if the intersection would operate under STOP rather than YIELD.

Ald. Nicholson stated that neighbors reported that motorists were not complying with the existing YIELD sign.

A motion was made by D. Theno, seconded by C. Karow, and carried on a 90-day trial, to:

A. Remove the 1-WAY YIELD condition on August Street at Schoen Street.

B. Establish a 1-WAY STOP condition on August Street at Schoen Street.

5. Request by Ald. Nennig, on behalf of The Art Garage, to remove the existing parking restriction on the north side of Cedar Street from a point 133 feet west of Grove Street to a point 210 feet west of Grove Street.

Eng. Hansen showed a map of the area and photos. He stated that the requestors want the zone removed in order to provide more street parking for their customers.

Ald. Nennig stated that many meetings are held at the artisan center, filling up its parking lot. Having more on-street parking would help them.

A motion was made by D. Theno, seconded by B. Riordan, and carried on a 90-day trial, to remove the NO PARKING zone on the north side of Cedar Street from a point 133 feet west of Grove Street to a point 210 feet west of Grove Street.

6. Request by the Traffic Engineer to modify the existing parking restriction on the west side of the 300 block of Washington Street south of CityDeck Court.

Eng. Hansen showed a map of the area and photos. He stated that Public Works will be reducing the bump out area to create 3 more on-street metered parking spaces. The bus stop that currently is in this area will also be re-established in the parking lane.

A brief discussion took place about the improvements to traffic flow after the bump out is built, as the bus stop will be moved out of the southbound travel lane to the parking lane.

A motion was made by Ald. Dorff, seconded by B. Riordan, and carried on a 90-day trial, to remove the NO PARKING zone on the west side of Washington Street from a point 115 feet south of CityDeck Court to Main Street.

~~B. Establish a NO PARKING zone on the west side of Washington Street from CityDeck Court to Main Street.~~

7. Request by Ald. Steuer to review the traffic flow and lanes of the Dousman/Fisk intersection.

Eng. Hansen showed a map of the area and photos. He summarized the lane configuration of each approach. He stated that Dousman St was reconstructed in 2008, including the intersection of Fisk St. The intersection is built to current design standards. There are slight lane shifts through the intersection. This was done mostly because the street width differs west of the intersection compared to the east of the intersection. The number of crashes at the intersection is very low, averaging 1-2 per year including non-reportable crashes (less than \$1,000 in damages and no injuries/fatalities). The intersection is signalized using modern equipment, and displays green time based on real-time traffic demand. He field-reviewed the intersection with Ald. Steuer last week. The Ben Edinger and West Side Trail enter and exit diagonally through the intersection but the pedestrian crossings are made at the pedestrian crosswalks. The signal has pedestrian push buttons and countdown timer displays.

A motion was made by C. Karow, seconded by Ald. Dorff to suspend the rules.

Richard Parins (1402 Kellogg St) stated that the Dousman St through lanes do not line up from one side of the intersection to the other. He has seen motorists drive over the existing

pavement markings. He sees no other issues, and spoke favorably about the pedestrian accommodations. Most traffic issues at the intersection are school-related. There is no need for the eastbound right-turn lane. The left-turn lanes are too wide. He questioned the need for the two-way center turn lane between Fisk St and Military Ave, as the city owns the land south of Dousman St in that block.

A motion was made by Ald. Dorff, seconded by C. Karow to return to regular order of business.

Ald. Steuer stated that traffic is worst during school pick up time. He doesn't have any issues navigating the intersection himself because he is familiar with it. But he could see how someone not familiar with it could have problems navigating it. He would like the intersection repainted, and requested how much it would cost to eradicate the existing markings and place new markings that better align the lanes.

A discussion took place about:

- The existing and proposed traffic patterns during school pick up times for Chappell Elementary. R. Parins and Ald. Steuer supported Eng. Hansen's proposal that the school change their loading/unloading procedures to include entrance from Dousman St and exit to Fisk St, making all loading/unloading onsite rather than the street.
- The difficulty, expense, and potential of marking/joint conflicts when removing existing durable pavement markings.

A motion was made by C. Karow to refer to staff to study the need and costs of replacing pavement markings at the intersection of Dousman Street and Fisk Street.

A discussion took place about the city's current practice of removing pavement markings, which is very time consuming and leaves a milled area in the pavement; and about the costs of a water blasting pavement marking removal machine.

Motion was seconded by Ald. Dorff and carried.

REFERRED BACK FROM STUDY

8. Request by Ald. Tom De Wane for a crossing guard study at the intersection of Radinz Road and Aphrodite Road.

Eng. Hansen reported the results of the adult crossing guard study. He reminded Commissioners that the process DPW uses to evaluate the need for crossing guards was established by Traffic Commission and Common Council years ago. It involves assigning a value to the traffic volume, crossing width, the number of pedestrians crossing, and the posted speed to determine a hazard rating. If that rating exceeds 16, then typically a crossing guard is recommended to be placed at the study intersection. He stated that during the morning drop off period, the hazard rating was 5.87, and that during the afternoon pick up period, the HR was 5.89. Eng. Hansen stated that 2 students crossed during the morning period, and that 5 students crossed. He did not recommend placement of a guard.

A motion was made by C. Karow, seconded by D. Theno and carried to receive and place on file the request for a crossing guard study at the intersection of Radinz Road and Aphrodite Road.

TERMINATION OF TRIAL PERIODS

9. Establish a 4-WAY STOP condition at the intersection of Spence Street and Thorndale Street.

A motion was made by Ald. Dorff, seconded by C. Karow, and carried to approve the request to establish a 4-WAY STOP condition at the intersection of Spence Street and Thorndale Street.

10. Remove the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Camm Place.

Eng. Hansen stated Items 10 and 11 are related. The trial period for both items was unsuccessful. The majority of residents on Camm Place have requested that the former 2-hour parking zone be reinstalled.

A motion was made by Ald. Dorff, seconded by C. Karow, and carried to rescind the request to remove the 2-HOUR 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Camm Place.

11. Establish a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Camm Place.

A motion was made by Ald. Dorff, seconded by C. Karow, and carried to rescind the request to establish a NO PARKING 7 AM TO 4 PM SCHOOL DAYS zone on the north side of Camm Place.

There being no other items of discussion, a motion was made by D. Theno, seconded by C. Karow, and carried to adjourn from the regular order of business. The meeting ended at 6:18 P.M.

The next Traffic Commission meeting is scheduled for Monday, July 18, 2016, at 5:30 P.M. in Room 207.